

ONE TOWN'S TRIUMPH

With a Population of Only 1,500 It Has City Ownership.

EVERY CITIZEN A BOOSTER.

All Assisted in Aiding Pond Creek, Okla., to Publicly Conduct Water and Lighting Plants, Making It the Best Kept Town in the State.

Sixteen years ago the first street lights of Pond Creek, 300 miles south-west of Kansas City, in Grant county, Okla., were the campfires of the settlers, says the Kansas City Star. That was the night of the opening, when thousands of home seekers rushed madly across the prairie. The 4,000 or more persons, mostly men, who stopped on the town site of Pond Creek were not disposed to give the street lighting question even as much as a thought. They were interested in finding homes, establishing a business and supplying the immediate necessities of life.

Sixteen years after the opening a visitor stopped in Pond Creek several days. His first night there was a revelation. Here was a town of 1,500 inhabitants enjoying everything that he enjoyed in the city. There was an electric light at every corner, and on his way downtown he passed comfortable homes, surrounded by groves of trees and large lawns, kept green by the city water. On reaching Main street the visitor noticed several groups of men talking in front of the postoffice and the two drug stores. They were quiet enough. No hands were marching down the street, but why was the street so brilliantly lighted?

"Is there anything going on here tonight?"

"There would be a wild west show in town tomorrow, the Pond Creeker told him.

"But you don't put up lights like those for a show?"

"Not unless the show comes to stay, and then maybe it might claim them."

"The city man had just one more question:

"How do you do it with only 1,500 population to pay the bill?" he asked.

"Municipal ownership."

"The city man stood in the middle of the street. In front of him were six great electric arches, reaching from one sidewalk to the other. Each arch contained twenty-five high power incandescent lights, while from the store windows others lighted the sidewalks. Merchants down the street were washing off the cement walks with hose sprays.

The next day a business man explained how Pond Creek could afford these things—electric lights and water-works—that much older and larger places feared to dream of, much less enjoy.

About six years ago the question of fire protection and water supply was agitated by a few of the progressive business men. The town council called a special election, and the people authorized a bond issue for \$25,000. A pumping station was built, wells were sunk, mains laid, and a steel pressure tank was placed in a corner of the public park on Main street. Three years ago a second bond issue of \$15,000 was voted, but only \$3,000 of it was used, to extend the water mains. The entire water system is controlled by a committee appointed by the council, and the service is both adequate and excellent.

A promoter obtained a franchise for an electric light plant. He planted a few poles and strung wires on them, but the old gasoline lamps on Main street continued to illuminate electric arc lights. The promoter had failed, and the city was forced to assume the control of its second public utility. With the remainder of the \$15,000 bond issue the council purchased the promoter's poles and with them his franchise, that still had some twenty years to run. An electric light plant was built. It has been in operation for several months, and the entire town is lighted. Now the business men and the council are discussing a plan to unite the water and electric light plants that both may be operated from one power unit.

"Who is responsible for the municipal ownership idea? Surely some citizen took the lead in advocating these things?"

The business men who were asked this question didn't know that any one man in Pond Creek could be given credit without detracting from the credit that others should receive. Every man was a booster, they explained, and, while the mayors and councilmen really did the work, the people encouraged them, with the result that Pond Creek became the best lighted town in northern Oklahoma. Municipal ownership was the agency and united energy the cause.

Attractiveness of Kansas City. Kansas City, Mo., has set an example which every American city may emulate—an example of what can be done after a city becomes great and an illustration of what should be done early in the history of a city that expects to become great. At a cost of many millions of dollars she has established an elaborate system of parks and park boulevards which constitute perhaps the most attractive municipal improvement in the United States, and as a consequence Kansas City is the most desirable place of residence in this respect upon the continent.

DER PENNSYLVANIER



Widster Bruder!

Letzte Sommer hot's geboeh, das die Welt dat unnerge; ich weeh nau net meh an weitem Dag, aber ich denk es war im Juni. Sell hat schun oft happe jelle, is aber nie net summe, un to hab ich fell Geidnaweg gar net in Aht genomme. Ich hab jufat gefahrt: Voh je gebe, wama Alles geht, dann geh ich ewe gh mit! Awer viel Zeit hen dran glabht un fen arg angange. Wie dann die Zeit berbei war, ohne das ebbs gehapent hot, do hen se iwens angelohet, as wann es ihne arg leed war. Awer se fen fen biffel beffer gemore, as wie se vordem ware. — Das die Welt mol en End nemmt, des glabbe ichier alle Zeit, befohs, die Schrift legt lo; aber wann es gefehnt, fell weeh Niemand. En Professer hot domols viel Zeit demit verbunnet auf ausumade, uf weeler Weg as die Erd unnergeht, un er segt, das fell uf fin verschiedene Arte gefehne fann. Entweder, segt er, fliegt mol en Romet wedder uns un vermahlt Alles zu Schrupdnaweg, aber die Erd fliegt in die Sunn net un verbrennt as wann je jufat en Gummitball war — un uffohrs mir all demit. En dritter Weg medt sei, das die Stiempaner ausgeht un die Erd sich net meh umdreht; dann dait die Wende uf dr eene Seit gebrote werre un uf dr annere verriere. Wierens medt es lo summe, das es fee Nege meh geht; dann dat des Wasser all ufrodne un mir ewe ch. Endlich meent er, dat (in diele Jahre uffohrs) die Sunn ausbrenne; dann friegte mir fee Licht un fee Warm meh un ferrig war's mit uns. Was dann mit dr Erd gefehet, weeh er ch net, un wann mir to fen, battert fell uns ab net. Es is aber doch gut, das mir's nau wiffe, das mir net for ewige Zeite do bleibe fenne. —

Dr fehm Professer hot ferzlich disfoert, das se am 12. November ufent Mars der erichte Schneestorm g'habt hen in dere Siefen. Dr Mars is en Stern, ich weeh nau net andwendig wie viele Millione Meile weit weg vun uns. Es fell ab Wende dort gewo, was grad so schmart fen, wie mir. Se hen Stiempaner, Regelweage, Luftschiff, Automobils, Telegraf, Telefon un Phonograph, grad wie mir, un wann se des Wiereloh-Spitem noch en biffel emprufte, oder mir des wifer, dann fenne mir mit ihne schmide. Verleht is es in en bar Jahr meglisch, das mer mit ewe Balluhn vun beede Seite halbwegs fenne fann, dann fenne mir to en Professer mit ihne austauide. Wann feller dann so noch ewe Jahr wieder aufdrummt, dann finne mir dr Weidht aus. Ewihon allemill wiffe mir, das es dort ch schun dichtig gefehnt hot un die Wume un Mad hen ihr Dchumpers un Wobschitte rausgeschroft un en freliche Zeit gehat. Die Grohe fen vier, un sechsbandig Schlitte gefahre oder hen die Rett un die Automobilsradler geflegt un en Weg genomme. Uffohrs hot des Jungvohf ch Schneeballe gefchmit, grad wie bei us, un ufem Damm hen se den Schnee mit ewe fene gemadad, das je hen fenne Schlitte fahle.

Un des Alles hot feller Professer gefehne. Wie er's gefehne hot, weeh ich net, aber ich denk, er hot en verdohlt starke Brill gehat. Oder hot er am End die ganze Storie jufat gedrahnt? Sell fenn ab sei. Es geht Zeit, dene summe wummerbare Sache vor un Drahm oder bei Wiffeloh. Do hab ich mol gefehne wama Professer, was gemeint hot, er hat en neier Komet erfenne. Er hot weeh in's Welt un wie er schun des Licht ausgemacht g'hat hot, gukt er noch emol zum Fenster naut. Do fehm er en heller Stern mit ewe lange dunke Schwanz, un feiner grohe Freund hot er grad wieder die Hofe angezoeg, hot en Freund herbeigeholt un ihm des Ding gewiefe. Se hen schun berohete, was se dem neier Komet for en Name gewo mehte, do hot sich dr Schwanz bewegt, ercht rechts, dann links. For en Weil is fell ihne funderbar vorfomme, dann aber hen se ausgefenne, das en Day in en Dach gehobt hot, was ihr Schwanz hot runnerhume losse, das er vum Professer feim Fenster aus grad in Dein gestanne hot mit fellen Stern, un aus dem Rageschwanz war schier en Romet moere. — Die beede Sterneguder hen enanner en Weif net jufat arg schmirt angequadt un dann sich des Werspreche gewo, nix vun dene summe Welschidht zu fage. Awer, wie es ewe geht, is es inder doch rausfomme. Un so Entdeckunge, wie fell, geht es fell. Zur Unnerschieding heht mer fell dann Erfundunge. —

Dr alt Gansjorg.

THE SUNDAY SCHOOL, OUR ROADS COMPARED

Lesson VIII.—First Quarter, For Feb. 20, 1910.

THE INTERNATIONAL SERIES.

Text of the Lesson, Matt. vii, 1-12. Memory Verses, 7, 8—Golden Text, Matt. vii, 12—Commentary Prepared by Rev. D. M. Stearns.

When any truth is brought home to us by the Spirit how prone we are to ask: Does any one do it? What about such a one who makes a great profession of having no anxious care? Do you know if they really practice it at home? Do you think that the preacher himself lives that way? So it goes, and instead of seeing Jesus only we are prone to see everybody but Jesus. Hence the admonition of our lesson, "Judge not that ye be not judged," or, as it is elsewhere, "Let us not therefore judge one another any more" (Rom. xiv, 13). Because, as in the context, all believers shall stand before the judgment seat of Christ and every one of us shall give account of himself to God. We are so peculiar that it is generally easier to see the mote in another's eye than the beam that is in our own eye, whereas if we ourselves were right with God we would have only love for all others, and being very conscious of our own infirmities, we would have only prayerful compassion for those of others. Christ for us in our stead on the cross obtained for us eternal redemption; Christ for us in heaven at the right hand of the Father makes victory over sin our privilege, but because we do not know as we should the power of Christ in us by His Spirit we are more often stumbling blocks than samples of what the life of Christ really is. Yet the one thing we are here for is so to live that the world may know and believe that Jesus lives.

In our last year's studies in the Acts of the Apostles some of us were much impressed by the words "Jesus shewed Himself alive" in connection with those other resurrection words, "Jesus shewed Himself" (Acts 1, 3; John xxi, 1, 14). His own testimony was that He came not to condemn, but to save. To one sinner He said, "Neither do I condemn thee; go and sin no more." To another, "Thy sins are forgiven" (John iii, 17; viii, 11; Luke vii, 48). He did condemn the self righteous, fault finding, hypocritical Pharisees, but He never had even a seemingly harsh word for the penitent sinners or for any truly desirous to be His disciples. Such love as His is heavenly; all else is from the pit. In us it is either Christ or self.

The Spirit through Peter speaks of those who knew the way of righteousness, but did not walk therein, though professing to do so, as dogs and swine (II Pet. ii, 21, 22). See also Prov. xxvi, 11, 12. If one cannot speak even to many among the redeemed of the deep things of God (see I Cor. iii, 1, 2; Heb. v, 12, 13), how much less should we think of talking spiritual things to natural people to whom they are only foolishness. Such are spoken of finally as being "without," having no right to the tree of life (Rev. xxii, 14, 15), but if those who are "in Christ" would walk honestly toward them that are without, without Christ and without God (I Thess. iv, 12; Eph. ii, 12), who can tell how many who are now "without" might become "within" by His grace.

This life which will commend Christ to others can only be by the Spirit of God, by a wisdom which is not of this world, but in verse 11, along with Luke xi, 13, we learn that God is more willing to give us His Spirit, the fullness of His Spirit, than parents are to give good things to their children. In Jas. i, 5, 6, we learn that this wisdom is to be had for the asking, but it must be an asking in faith and, according to Jas. iv, 3, with nothing of self seeking, but wholly for the glory of God, that the life of Jesus may be made manifest. The asking, seeking, knocking, with that end in view will surely find an abundant response. We must remember that asking so as to receive means that we are abiding, keeping His commandments and doing the things that are pleasing in His sight (John xv, 7; I John iii, 22). The seeking that finds is explained in Jer. xxxi, 13, "Ye shall seek Me and find Me when ye search for Me with all your heart." As to knocking, consider Rev. iii, 20, and Luke xii, 36, and tremble at the possibility of our keeping Him knocking at our door when He so longs to take full possession of us and lavish upon us the wealth of His love. Too many are like the older brother, unhappy and blaming the father for it, when all the time the father is saying, "All that I have is thine." "All things are yours."

In reference to the last verse (12), which is also the golden text, note that it is, like all the rest, a message for believers or those who profess to be such that they may prove the reality of their faith. For unsaved people to take this verse and call it their religion is simply a going about to establish their own righteousness without submitting themselves to the righteousness of God (Rom. x, 3). We must be righteous before we can do righteously, but, having believed the love of God to us and received the Lord Jesus Christ as our Saviour, then it becomes us to manifest Christ by loving our neighbor as ourselves (Lev. xix, 18; Gal. vi, 14). No condemnation is Christ is the blood bought standing of every believer, but it is in order that the righteousness of the law may be fulfilled in us.

OUR ROADS COMPARED

Reasons Why France Has Best Highways In Europe.

HER METHOD IS SUPERIOR.

Road Laws In United States Until Recently Were the Same as England's of the Colonial Days—Germany's Unique System.

The present road situation in the United States may be briefly summed up as follows:

In mileage we have the most tremendous system of roads which any country has ever possessed since the world began. According to a careful road census, the length of all of our roads amounts to 2,155,000 miles. The most liberal estimate of our annual expenditure on these roads, both in money and labor, was a fraction over \$79,000,000 in 1904, or about \$1.05 per capita. At the same rate this would be an expenditure of about \$90,000,000 a year at the present time.

According to our road census, we have less than 40,000 miles of stone surfaced road, or about 2 per cent of the total mileage. We have 108,000 miles of gravel road, or about 5 per cent of the total mileage. Small as our annual expenditure for roads has been, it has aggregated during the thirty year period from 1870 to 1900 a total of upward of \$1,800,000,000. We may therefore say that the road building in the United States is, considering area, population and wealth, at the same point at which it stood thirty years ago and the seventeen hundred and odd million dollars have produced few appreciable results.

When we turn to the subject of road administration in the United States we find that about half of the states are operating under practically the same road laws as prevailed in England when America was a colony. This system of road administration provides for the payment of road taxes partly in labor and localizes the work to an extreme degree by placing in authority the district or township road over-



THE TYPICAL ROAD OF OUR RURAL DISTRICTS.

[From Good Roads Magazine, New York.] seers or road supervisors, no requirement being made to insure skill or knowledge of road building on the part of these petty officials. With few exceptions no system of accounting is in force, so that an intelligent idea may be obtained as to the disposition of the road tax, and no definite lines of authority are established such as would guarantee the wise and equitable conduct of the work.

A number of states have adopted in principle or practice, or both, the system of centralizing under a state highway department the conduct of all or part of the road work of the state, thereby securing uniformity in methods, economy in administration and skill in supervision. In some of the state highway departments the work is educational and investigative, with a view to ultimately giving these departments administrative powers.

It is not possible in a short article to enter into a discussion of the various systems of state aid in effect in this country. Suffice it to say that the principle of state aid and supervision constitutes the germ of the only road administration which has proved successful in other countries.

This movement is gaining headway at a very rapid rate, and when we consider that it has been little more than a decade and a half since its inception the fact that half of the states have adopted it in principle and have actually expended from state treasuries considerably over \$56,000,000 we may well feel encouraged for the future of road building in this country.

The striking feature of the French road system is the skilled supervision provided in every grade of road work and in every unit of the administrative organization. The basis of the system is the school of roads and bridges, one of the finest technical schools in the world, maintained at the expense of the national government. In this school are trained the highway engineers to whom are intrusted the building and maintenance of the roads of France.

At the head of the administrative organization is an inspector general of bridges and highways, under whom are chief engineers in charge of the road work of single departments and communes. Single arrondissements are under the direction of ordinary engineers and underengineers, the latter being equivalent in rank to noncommissioned officers in the army. The subdivisions are under the direction of principal conductors and ordinary con-

IDEAL SCHOOLHOUSES

Movement to Improve Rural Educational Institutions Spreading.

SHOULD BE MADE INVITING.

Have Rooms Well Ventilated, Lighted and Heated So That the Health and Mental Energy of the School Children Shall Not Be Impaired.

The past twenty years have witnessed a marked advance in school architecture in many towns in the rural sections of the country. More attention is being paid today to school buildings, sanitation, surroundings and location than ever before. The United States was slow in making the start, but now that the initiative has been taken there is no excuse for progressive school directors not doing everything in their power to relegate the old, obsolete and frequently insanitary buildings to oblivion, replacing them with modern, up to date, sanitary and sightly schoolhouses.

"I cannot urge too strongly the need of an enlightened and liberal policy in schoolhouse construction to the end that the schoolhouse be attractive in appearance and scientifically constructed," says Iowa's superintendent of public instruction. "It may require a few dollars more to secure such a schoolhouse, but it should be remembered that the district is building for half a century at least, and only the best should be its surroundings should be the most attractive place in the district, in which every child and every patron will take pride. And the schoolroom should not only be inviting, but it should be so ventilated, lighted and heated that the physical health and mental energy of the children shall not be impaired."

In various Iowa counties the old barren, barnlike structure is being supplanted by neat, commodious and comfortably equipped buildings. Many of them are making rapid strides.

The problem of supplanting the old schoolhouse with a new structure carries with it the discussion of several important topics, chief among them being the school site, the school building and the ventilation of the building. We can do no better in this connection than to quote from Professor W. H. Gemmill, superintendent of schools in Dallas county, Ia., who gives practical advice on all these subjects, as follows:

"In selecting a site the area of the lot, the elevation, the character of the soil, the drainage, the direction of the slope and the central location should be considered. No school ground should ever contain less than one acre, with a frontage of 150 feet and a depth of 240 feet. In the larger consolidated district it should contain not less than two and may very properly contain three acres. If possible it should be an elevated piece of ground, a small knoll or a gentle slope, and the drainage should be away from the yard and house. The soil should be light, dry and porous. A sandy or gravelly subsoil affords the best drainage, while an eastern or a southern slope secures rapid evaporation. Under no circumstances should the stratum be clay impermeable to ground water. It is desirable that the schoolhouse should be located near the geographical center of the district, and the board should select the site with this in mind, but the site should be high and dry and the brightest and most beautiful spot near the center. Under no conditions should pleasant and wholesome surroundings be sacrificed if a better and more suitable site can be secured some little distance away. The additional distance in traveling will be labor well spent if thereby the pupils are placed in more beautiful and inspiring scenes.

"The house should be placed in front of the center, with the playground in the rear. Where the house is heated by a furnace the fuel supply should be stored in the basement. If there is no basement a small building for fuel should be erected at the rear of the schoolhouse.

"The foundation walls of the schoolhouse should be brick or stone and extend a little below frost line. The walls should be at least one foot in thickness and extend about three feet above the surface. It is usually well to have a vertical air chamber, and if there is no basement suitable ventilators should be provided on each of the four sides, so as to permit of thorough ventilation of the space between the surface and the floor during the summer months. Good shutters should be provided for these openings in order that the winter's cold may not affect the air within the room near to the floor.

"It would also be a step in the right direction if there were a basement under the entire building, partitioned into a furnace room, a workshop and a kitchen. Adequate but inexpensive tools for manual training can be bought for \$25. Here the boys would learn to construct simple things in a scientific manner and even supply the apparatus necessary for the school. A good stove and some kitchen utensils would be sufficient for the teaching of the principles of domestic economy.

"No more important question is before the farmer today than that involving the housing of his children of school age. With an awakened appreciation of the fact that better rural schools will bring about a stay-at-home family which will not find it necessary to seek the town for the desired education there has come a realization of the fact that more practical studies must be taught in more sanitary and more sightly buildings."

HIGHWAYS IN THE WEST.

Use of the Automobile by Farmers Aiding the Improvement Movement.

Road improvements in the west, already noticeable to a slight degree, are sure to follow when the farmers of that section awake to the realization of their condition as compared with some of those of the east. Nothing will arouse the farmers to this so much as the use of the automobile, and it will be the more general use of the car by the farmer that will result in better roads.

In sections where farmers are using cars to any extent road improvements are already noticed, but there is still room for more, and more there will be in the near future. Motoring is most enjoyed on good smooth roads. Farmers owning cars realize this as well as any, and not only are they bestirring themselves toward appropriations for good highways, but are in many cases furnishing the labor necessary for road betterments.

In some farming sections of the west automobile owners can be picked out by a glance at the roadway in their immediate neighborhood. Near their houses rough, uneven surfaces have been smoothed off and soft, slippery roadways resurfaced. Each farmer seems to take interest in the roads near his own home. When more farmers have cars, and they are buying them rapidly, there will be more short stretches of perfect roads, and at some future time, not far distant, the stretch will be unbroken.

FERRO CEMENT ROADS.

France Trying Experiments With Highways Made of This Material.

Ferro cement roads are being experimented with in France. The substance is made of cement mixed with straw. To make a slab or block of ferro cement a mass of iron straw is placed in the mold, and there is poured over it cement sufficiently fluid to penetrate into all the interstices of the iron and completely cover it. When the whole has set, the core of iron thus intimately incorporated gives to the block a great resistance to breakage and to traction, at the same time furnishing elasticity to compression which enables it to stand superfluous shocks. A brick of ferro cement one and three-fifths inches thick has supported during crushing tests a pressure of about sixty-five tons to the square inch. In breakage tests the resistance was quadruple that of ordinary cement. Resistance to wear was no less remarkable.

The Use of Wide Tires.

As to the desirability of the use of the wide tires there can be no question. The most casual observation will suffice to convince any one of the damage which a heavily laden wagon equipped with the ordinary sharp, rounded, narrow tires will produce on any road. There is also another and perhaps even greater advantage to be gained by the use of wide tires—namely, the increased hauling capacity attained.